

NEWSLETTER

MINNESOTA TRANSPORTATION MUSEUM, INC.

Vol. 3 No. 2

Affiliated with the Minnesota Historical Society

July 23, 1969

SITE PROPOSED

The Minnesota Transportation Museum has proposed to the Minneapolis Park Board the the two organizations join forces to create an operating trolley museum at Lake Harriet, using MTM's streetcar number 1300. The Park Board has not yet formally accepted the proposal, but has indicated that it is very interested, and would like to see the necessary reconstruction work begun this summer, in anticipation of operation beginning during the summer of 1970. The Park Board is very excited about this use for the site.

Indication of the support of the Public behind the use of the site at Lake Harriet can be seen in the fine feature articles and editorial comments in recent publications in Minneapolis. The Public wants to ride the old car again.

The initial site proposal to the Minneapolis Park Board consists of approximately 3,000 feet of track to be relaid on the abandoned Twin City Lines private right of way through park land, adjacent to Lake Harriet, and running northward toward Lake Calhoun. When the line was abandoned in 1954, the property went to the ownership of the Park Board, and has remained unused until now. This section of the right of way remains intact, except for some minor earthwork. A quick operation can be obtained during the summer of 1970 by relaying the section between Wm. Berry bridge (See map) on the North, and Linden Hills Bridge on the South, crossing 42nd street at a grade midway between the endpoints. The loading station will also be at 42nd St, just as in the heyday of the finest public transit system in the world. The bridge at Wm. Berry parkway will be enclosed underneath to provide a temporary car barn, even before the first equipment is brought out to the site.

Long range goals, if the Public interest anticipated is shown, include the construction of a permanent car barn, a large loop of track at the Northern end, and a turntable at the Southern end. Shades of the San Francisco cable cars!

BACKGROUND:

At the first meeting of 1969, the board of officers of the Minnesota Transportation Museum formed a sub-committee to investigate the possibility of finding a suitable site for the operation of the museum, as an alternate to the Rosemount Site of several years ago. It had appeared to the board that it would be several more years before a suitable agreement, if any, could be reached with the University of Minnesota Board of Regents.

Paul Joyce, one of the members of the alternate site development committee, suggested that the Minneapolis Park Board might be interested in locating the museum at Lake Harriet, on the former Twin City Lines private right of way. From the very first contact with the Park Board, the reaction has been most favorable. At the first meeting with Park officials, Bob Rhue, Superintendent of Parks, said, "This is the most exciting thing to come to the Minneapolis Park System in 20 years."

What better reaction could the museum hope for?

NP AIDS

The Northern Pacific Railway has offered some assistance in the construction of the proposed line at Lake Harriet. The NP has offered to donate all the necessary rail, flang-(Continued on p.2)

(NP Cont.)

way material, spikes, tieplates, and any other hardware necessary to install the double track grade crossing at 42nd Street, to help the museum to get a start in building its line. This is all new equipment, not "relay" rail! Many thanks to the Northern Pacific for their assistance in this matter.

Picnic

All members and freinds of the Minnesota Transportation Museum are invited to join the picnic to be held following the regular depot opening on Sunday August 10, 1969. For this fest, everyone is requested to bring his own goodies, blankets, and lots of freinds, and prepare to get to meet with and know some of your fellow members a little bit better. Plan to arrive sometime between 4:30 and 5:00, and to stay until -----?

BEAUTY QUEEN

The Minnesota Historical Society has entered Minnehaha Depot (alais "The Princess") into a national contest for amatures who have made efforts to preserve local history and color. As everyone knows, we have both! According to Donn Coddington, Minnesota Historical Society Historic Sites Supervisor, our chances ar very good for winning some sort of prize from the American Association for State and Local History. Judging and awarding of prizes will be later this summer.

Bill Luke Resigns

The board of the MTM has regretfully accepted the resignation of Bill Luke from the position of treasurer of the museum. One of the problems faced by the officers of any volunteer organization, including MTM, is that of finding talented replacements for those officers who, for personal reasons, must resign their posts. Bill, who has been our most avid fan of motor omnibus operations, has taken a job as Assistant Manager of Okanogan

Valley Bus Lines, in Spokane, Washington. We all want to wish Bill the best in his new position.

In leu of a suitable replacement, President Russ Olson has undertaken the additional responsibilities of Treasurer. Please, lets all help Russ with his additional tasks by sending our dues in early, without a reminder.

MTM-MHS Relationship

In an effort to streamline our operations, and the work of the Minnesota Historical Society, several meetings have been held with the MHS to try to define the nature of our relationship. The net result boils down to the few basic facts that the Historical Society wants to see us progress with our work, both at Minnehaha Depot and at any other locations we may select, with a minimum of interference from the legislative and financial control exerted upon the Historical Society by the State government. Our agreement with the Minnesota Historical Society will be such that we may retain the use of the term "Affiliated with the Minnesota Historical Society" and may continue to use the address of 690 Cedar street as our return mail address. The Historical Society requests that we do not name them as the recievor of our collection inthe event that the museum should fail, and that they do not directly hold the title to any of the acquisitions of the museum, except for Minnehaha Depot. The reason forthis is that the MHS does not have the necessary funding to cope with this equipment in case of our failure. (Continued on p.3)

Nedmac Generator

The motor generator set formerly used by MTM in its trolley operations of the early '60s, has been obtained by the MTM for its future use. Many thanks to Mr. Harvey Nelson, General Manager of Nedmac, Inc. for his assistance in getting this generator back to MTM. The generator, commonly called "the bubble machine", is now stored safely behind the bumper of member George Isaacs' Rambler, in his garage.

(MTM-MHS relations, Cont.)

As mentioned, Minnehaha Depot is an exception to this rule. The depot will be trusted to the MTM for any reasonable use, for which the MHS will provide funds for restoration and preservation. We look forward to many more years "Affiliated with the Minnesota Historical Society".

No. 100

The Great Northern Railway has taken a real liking to Locomotive No. 100, and has been of great assistance to us in preserving the oldest internal combustion locomotive in the United States.

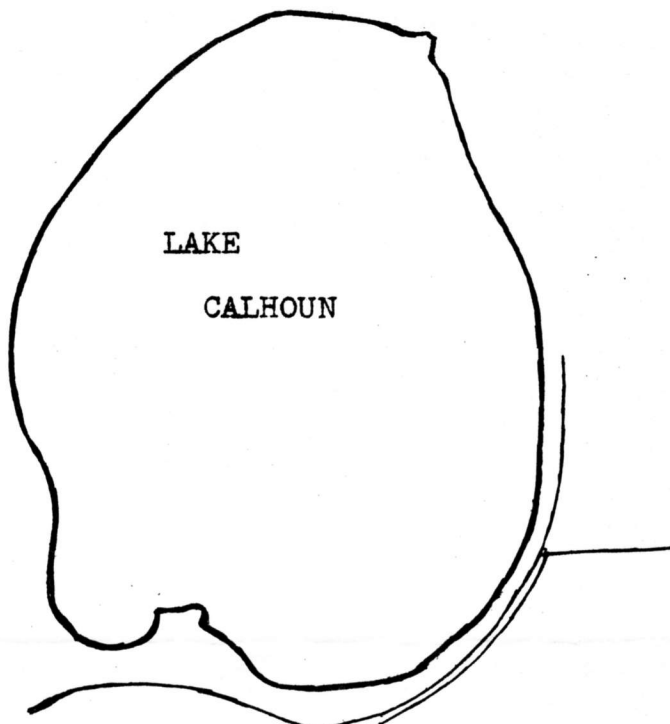
When it became necessary for the Great Northern to make use of the additional storage space at Minneapolis Jct. roundhouse by removal of the ancient locomotive, the GN offered to move the locomotive to the roundhouse of the St. Paul Union Depot, and provide for its storage, all free of charge to the museum. With such fine cooperation from the railroads of the Twin City area, the MTM can't help but be grateful, and to try to work ever so much harder to find a permanent Public display for the loco.

APOLLO

The industries represented by the restorations of the Minnesota Transportation Museum, as well as the Auto, Airship, and Steamship industries, clearly show that the United States of America has always held the position of worlds leader in the field of transportation. The fantastic successes of this weeks Apollo mission reaffirm this world superiority.

Fantastic!

Isn't it possible that at least some technological breakthrough of our own hobby might have been important in this most historic mission? Yes. Our museum will not just be a collection of artifacts of a day gone by without meaning in the space age, but rather can serve to bring people up to date, and tell them how we got to where we are today. Number 1300 was a technological breakthrough in its day, and its technology not only brought about the invention of the vehicles of its demise, but also the vehicles of the future.



LAKE
CALHOUN

NORTH

- A William Berry bridge. Site of carbarn.
- B 42nd St. Crossing and Station.
- C Bandstand, Parking, and Refreshments.
- D Linden Hills bridge.

LAKE
HARRIET

West 50th Street

Lyndale Avenue



MINNESOTA STREETCAR MUSEUM

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August 2021

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We Make Minnesota's Electric Railway History Come Alive!